

MINUTES
BROWN COUNTY TRANSPORTATION COORDINATING COMMITTEE
Monday, December 6, 2010
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
9:45 a.m.

ROLL CALL

Sunny Archambault		Barbara Natelle	
Diana Brown	X	Sandy Popp	X
Brandon Cooper		Cole Runge	X
Pat Finder-Stone	X	Julie Tetzlaff	X
Chris Hasselbacher	Exc	Mary Van Acker	
Kathy Hillary		Derek Weyer	X
Debbie Johnson	Exc	Tina Whetung	X
Kathy Johnson	X	John Withbroe	
Nick Mahlik	X	Vacant – BC Exec.	
Byia Martin		Vacant – BC Board	

OTHERS PRESENT: Lisa J. Conard, Steve Maricque, and Steve Rosenbaum.

ORDER OF BUSINESS

1. Approval of the September 13, 2010, Transportation Coordinating Committee meeting minutes.

A motion was made by S. Popp, seconded by P. Finder-Stone, to approve the September 13, 2010, Transportation Coordinating Committee meeting minutes. Motion carried.

2. Review and approval of Brown County's Section 85.21 Specialized Transportation Application for FY 2011.

C. Runge stated that the TCC is responsible for approving the application at the local level.

S. Popp stated that the application is consistent with previous applications.

A motion was made by K. Johnson, seconded by S. Popp, to approve the Brown County Aging and Disability Resource Center's application for FY 2011 Wisconsin Specialized Transportation Assistance Program (section 85.21) funds. Motion carried. Diana Brown representing NEW Curative abstained.

3. Discussion of the October 4, 2010, Coalition of Wisconsin Aging Groups (CWAG) meeting in Green Bay.

P. Finder-Stone stated that the meeting was poorly attended by area state legislators. P. Finder-Stone stated it will be necessary to establish relationships with the newly elected state assembly representatives and senators.

P. Finder-Stone stated more information regarding the work of the National Council on Aging (NCOA) can be found at <http://www.ncoa.org>.

Discussion regarding specialized transportation funding occurred.

K. Johnson stated that Mr. David Lowe, WisDOT Bureau of Transit, indicated that transit systems can anticipate a reduction in combined federal and state dollars for 2011.

K. Johnson stated that the incoming Chairman of the House Transportation & Infrastructure Committee (Congressman John Mica, R-Florida) is looking to reduce funding for transportation.

L. Conard stated that planning staff had received a summary from WisDOT officials that morning outlining Congressman Mica's basic goals for the next transportation funding reauthorization bill. The goals include reducing the overall amount of funds spent on transportation by streamlining the process for highway construction, limiting environmental reviews, and reducing funding for bike and pedestrian accommodations and mass transit.

S. Popp stated that this is consistent with what she was hearing at the Northeast Wisconsin Regional Access to Transportation (NEWRAT) Committee meeting in November. NEWRAT is comprised of specialized transportation providers, human service agency staff, and planners from a 19-county area.

4. Discussion of the status of Green Bay Metro's Paratransit Service Request for Proposals (RFP).

K. Johnson stated the RFP will be issued in the near future. K. Johnson stated that the general public is largely unaware that the paratransit program provided under contract with Medi-Vans is part of the overall service provided by Green Bay Metro. Therefore, transit staff would entertain ideas for "branding" the service from proposers. K. Johnson stated that Medi-Vans has done a good job in meeting the terms of the current contract.

L. Conard stated that the current contract with Medi-Vans expires on April 30, 2011. The city of Green Bay purchasing department will be issuing the RFP via an online procurement management company. Proposals will be due to the city of Green Bay in January 2011. An evaluation committee has been assembled to review and score each proposal based on identified criteria. It is anticipated that the committee will make a recommendation to the Transit Commission in February of 2011.

L. Conard stated that Mr. Chris Phelps, Transit Director, informed the Transit Commission that the city would be seeking a five-year contract with three one-year extension options. This is different from past contracts, as they were limited to no more than five years. Federal law now allows non-rolling stock contracts to be greater than five years.

L. Conard stated that the information provided at today's meeting has previously been discussed in open session with the Transit Commission.

5. Discussion of the status of Green Bay Metro's efforts to retain federal operating funding.

C. Runge and K. Johnson reported that there is no new information to report at this time.

6. Discussion of the Senior Transportation and Mobility Improvement Act proposed by Senator Kohl. *(attached to the minutes)*

C. Runge referenced the summary he had previously provided to the committee. The hope is that additional federal funds will be added to the 5310 program and that the funds become

more flexible, allowing recipients to use funding on operations as well as traditional capital program expenses.

C. Runge stated that this appears to be in the discussions-only stage.

S. Popp stated she would forward a copy of this to the NEWRAT Committee.

7. Transportation Coordinating Committee 2011 meeting dates.

C. Runge set the Brown County Transportation Coordinating Committee (TCC) 2011 meeting schedule as follows:

All meetings will be held at 9:45 a.m. in the Transit Commission Room located at:
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin

Monday, February 14
Monday, June 13
Monday, September 12
Monday, December 12

K. Johnson requested that the first meeting of the year be held in February instead of March. K. Johnson would like to invite area state assembly representatives and senators to the meeting to discuss transportation funding needs and options for Brown County.

K. Johnson also requested that we put all of the human service transportation services and funding on the table and look for ways to coordinate.

C. Runge stated that the *2010 Coordinated Public Transit-Human Services Transportation Plan for Brown County* and the *2007 Specialized Transportation Study for Brown County* make several recommendations in regards to coordination.

C. Runge stated planning staff will assemble a list of plan action items, recommendations, and implementation efforts and present them at the June 13 meeting.

8. Other matters.

C. Runge suggested that TABOR (Taxpayers Bill of Rights) could be resurrected with the new membership of the state assembly and senate. If so, this could have major ramifications on the ability of local governments to fund transportation and other programs using property tax funds.

S. Maricque stated that the Lakeland Chapter of the American Red Cross has been providing transportation services in Door County since 2002 in response to a need. With extended-hour shared-ride taxi services now available in Door County, the Red Cross board has decided to discontinue services as of January 1, 2011. Several accessible vehicles used for this service will be reassigned to Brown County.

9. Adjourn.

C. Runge closed the meeting at 10:34 a.m.

-DRAFT-

Senior Transportation and Mobility Improvement Act

Background

Advances in longevity as well as the aging of the baby boom population will increase the need for enhanced mobility options for older Americans. For seniors age 65 and older who no longer drive due to declines in health, more than half – or 3.6 million – stay home on any given day partially because they lack transportation options.¹ Compared with older drivers, older non-drivers in the U.S. make 15 percent fewer trips to the doctor, 59 percent fewer shopping trips and visits to restaurants, and 65 percent fewer trips for social, family and religious activities.² Alternatives to driving are particularly sparse in some regions and in rural and small town communities. Without adequate transportation options, many seniors will be at risk for increased isolation and may be forced into unnecessary institutionalization.

Bill Summary:

Public Transportation:

- Increase funding for the Federal Transit Administration (FTA) Section 5310 Elderly and Disabled program from its current level of \$133.5 million to \$200 million by the end of three years (FY2014). Grant recipients would also be required to report annually to FTA how they plan to coordinate with transportation services offered under Title III of the Older Americans Act.
- Authorize states to use their Section 5310 allocations to assist with the costs of operating vehicles (such as insurance, rising fuel costs and driver compensation) or other capital assets acquired through the Section 5310 program at the same 50 percent federal match as provided under other FTA formula grant programs such as Job Access and Reverse Commute (JARC) and New Freedom. States would be authorized to use up to 10 percent of any increase in its annual Sec. 5310 allocation for operating and maintenance needs after FY 2012.
- Expand the National Transit Database to require the program to track Section 5310 data (by local level funding recipient and aggregate state level data) on an annual basis including the number of vehicles purchased, rides provided, gaps in service filed (number of riders afforded mobility they would not have without program support), clients served, and any other relevant data elements determined by the Secretary. FTA would also be responsible for making the collected Section 5310 program data readily accessible to the public.

Metropolitan and Statewide Planning and Coordination:

- Strengthen the coordinated public transit human service transportation planning process by: 1) requiring that groups representing people with low-incomes, older adults, and people with disabilities are included in the planning process and require that applicants for funding document their efforts used to solicit involvement of these constituencies; 2) require that the planning process explicitly consider the views of people with low-incomes, older adults, and people with disabilities and that applicants for funding document how the views were considered; and 3) require that groups representing people with low-incomes, older adults, and people with disabilities be given an opportunity to review and comment on the final plan. [Individuals, groups and organizations representing people with disabilities and older adults, including state and local entities in the national aging network are defined under Section 102 of the Older Americans Act of 1965 (42 USC 3002)].

Technical Assistance and Mobility Management:

- Direct new funding (\$18 million over three years) to the National Center on Senior Transportation (NCST) to provide technical assistance to transit and human service organizations and disseminate best practices associated with senior transportation. In addition, funds would be used for community seed grants to test innovative and replicable approaches for addressing the mobility needs of seniors, including those in rural areas.
- Establish a supplemental FTA Mobility Management program for older and disabled adults, to connect them with the best available transportation options in their communities. Provide \$8 million over the first year to award grants to non-profit aging services organizations to offer mobility management services and enhanced technology to support these services and provide “such sums as necessary” in each of the succeeding years.

¹ Bailey, L. (2004). *Aging Americans: Stranded Without Options*. Surface Transportation Policy Project.

² Ibid.